

quently she will not allow any more volunteer steamers to pass out under circumstances similar to the passage of the Smolensk and St. Petersburg.

Meanwhile Great Britain will demand that her flag be unmoored by ships of this character, and she will intimate plainly to the Russian Government that any attempt to interfere with British vessels will be treated as an act of piracy.

This attitude will bring to an issue the immediate crisis, and Russia must yield or war will speedily follow.

The Czar's conciliatory action to-day gives some hope that he will avoid a rupture, but the whole situation in Russia at the present moment is no extraordinary that it is impossible to assume anything with confidence. The outlook, in fact, must be regarded with serious misgivings and apprehension.

UNCERTAIN OF MALACCA'S COURSE.

At 5:30 o'clock this (Friday) morning no news has been received of the whereabouts of the Malacca, and it is not known whether the Russian order for her release has reached her.

For what port the Malacca is bound is not positively known here. The news of her departure, navigated by a prize crew, from Port Said, came in a despatch from Lloyd's agent at that port.

When the Malacca sailed, the agent says, it was not known to what port she was bound. A news agency despatch announcing the departure of the vessel adds that her destination is supposed to be Liban, on the Baltic, and that she will call at Cherbourg.

The agent of the Peninsular and Oriental company at Port Said telegraphed to the company to-day that the Malacca left at 7 o'clock this morning. Her bill of health was marked "Russia."

The British authorities, according to one report, recognize the fact that Sebastopol is possibly her destination.

Enough ships of the British Mediterranean squadron are available, it is asserted, to cut her off.

Prime Minister Balfour, when questioned at a late hour (to-night), denied a rumor circulating in the House of Commons that the Malacca had been already released, but he was silent on the subject of any communications received from Russia.

RUSSIA HALTS HER VOLUNTEER FLEET.

A despatch to the Standard from Odessa says that it is stated that three volunteer vessels at Sebastopol have been ordered to suspend collecting and arming pending further instructions.

The Express's Antwerp correspondent says the Russian Consul there was fully aware of everything that was loaded on the Malacca at Antwerp. He personally investigated her cargo when she arrived, receiving the fullest assistance from the Peninsular and Oriental officials.

He objected to about half a dozen consignments, and the Peninsular and Oriental officials immediately agreed not to embark them. He viewed every article on the manifest, which he marked when the Malacca cleared, for the purpose of saving delay in the event of the steamer being held up by Russian warships. Furthermore, he made a formal declaration that there was no contraband on board.

According to the St. Petersburg correspondent of the Daily Mail, the Czar's compliance with Great Britain's demand was due to pressure from excited circles, the inference being that it came from extra-Russian members of the Imperial family, probably King Edward and King Christian and possibly Emperor William.

SUEZ, July 21.—The Egyptian Government steamer Abbas has gone south, it is understood, to demand that the native pilots on board the Russian volunteer steamers St. Petersburg and Smolensk be given up.

ALEXANDRIA, July 21.—The British cruisers Furious and Venus arrived here this morning.

RUSSIA ORDERS SHIP FREED.

Sends Instructions for the Release of the Malacca—British Protest.

ST. PETERSBURG, July 21.—The Ministry of Marine sent instructions this afternoon by way of Sebastopol for the immediate release of the Malacca, the Peninsular and Oriental liner which was captured in the Red Sea.

The instructions expressly state that no blame in the matter attaches to the captain of the St. Petersburg, the volunteer vessel, which seized the Malacca.

One version of the order is that it is to go into effect only if no contraband of war was found on board the Malacca.

The justification for the seizure is stated here to be the fact that the captain of the Malacca refused to show the ship's papers.

Your correspondent learns from an authoritative source that the Russo-Turkish convention of 1901 authorizes the passage of the Dardanelles by vessels of the Russian volunteer fleet flying the commercial flag. If subsequently they fly the naval flag, the convention provides that they shall not be allowed to again pass through the straits.

The British Embassy here is pressing an inquiry regarding the usage of the Dardanelles, Great Britain contending that the passage of the straits by vessels of the volunteer fleet is a treaty violation.

RUSSIAN FLEET IS DIVIDED.

No statement has been made by the Government of any aspect of the Malacca case. Even the fact that Great Britain protested against the steamer's seizure is not published here, and beyond a comparatively small official class it was not known until to-day that the affair was in any way serious.

Its gravity has been, however, fully recognized in official quarters from the moment it became acute, and the incident since has entirely overshadowed interest in events in the Far East.

The views of the situation are divergent. In one direction it is firmly believed that the Malacca carried war material for Japan, this belief being in consonance with frequent reports in the newspapers that Great Britain was conducting contraband traffic in her ally's favor. In these quarters the idea of sur-

rendering the steamer is scouted, and it is not believed that the British Government will go beyond a formal protest.

True summaries of British newspaper comments telegraphed here have been read with a certain interest, but have been rejected as the irresponsible rantings of the anti-Russian press.

On the other hand, those who are better informed realize the tension of the situation and the possibilities involved. They believe that the difficulty can be settled without extreme measures.

They suggest the submission of the question to The Hague Tribunal, or if it is proved that Russia was mistaken as to the nature of the cargo the Malacca might be conducted to Plymouth and handed over with an explanation.

Diplomats do not see that Russia need lose prestige by surrendering the vessel any more than they doubt that Great Britain will take measures to support her demands if they are not conceded.

The officials are not allowed to make any statement concerning the negotiations. They neither confirm nor deny officially this story's information.

The newspapers here applaud the privateering exploits in the Red Sea. Among the British residents of southern Russia there is much indignation at the conduct of the volunteer steamers, the circumstances under which they left the Black Sea being well known.

It is declared that the British navy would be legally justified in treating them as hostile privateers and intercepting them in a British port until the end of the war. Despite the declarations made by the Porte, each volunteer steamer which passed through the Dardanelles carried war crews, guns and ammunition.

BRITISH SHIP TORPEDOED.

Report That Russians Have Destroyed English Vessel by Accident.

SPECIAL CABLE DISPATCH TO THE SUN.

TIENTSIN, July 21.—A despatch from Newchwang says that the commander of a Russian torpedo boat reports that he accidentally torpedoed a British vessel in the Gulf of Pechili.

The vessel is supposed to be the steamship Hipsang, which belonged to the Indo-China Steam Navigation Company. She is now four days overdue at Chefoo from Newchwang.

BRITISH PREMIER SILENT.

No Statement to Make to Parliament on the Government's Intention.

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LONDON, July 21.—The House of Commons today Mr. Gibson Bowles asked Premier Balfour if it was true that the steamship Malacca had been allowed to leave Port Said in charge of a Russian prize crew, and whether the Premier would undertake to make a statement before the end of the session with regard to these seizures.

Would he indicate what steps the Government had taken?

Mr. Balfour in reply said it was true that the Malacca had left Port Said in charge of a prize crew, and that the incident had raised a most serious question. He would have to make a statement to the House on the subject, but he did not think it desirable that such a statement should be premature.

Earlier in the day Gen. Laurier said he had put on the paper his question whether the St. Petersburg which passed through the Bosphorus under a commercial flag, was the St. Petersburg, which searched vessels in the Red Sea, and whether the Government recognized the legality of such a transfer of flags. He now begged to say that, at the request of the Under Secretary for Foreign Affairs, he would postpone the question till Monday.

The Cabinet held a meeting this afternoon.

POWERS EXCHANGE VIEWS.

Italy Suggests a Conference—Call for German Cruisers.

SPECIAL CABLE DISPATCH TO THE SUN.

ROME, July 21.—An active exchange of views is going on between the neutral Powers with regard to the belligerent rights of Russia in the Red Sea.

Italy, fearing disastrous complications, declines to join in any energetic protests against Russia's action and will suggest an international conference.

COLOMBIA, July 21.—The Rhenish Westphalian Gazette advises that several German cruisers be sent forthwith to Aden for the purpose of guarding German shipping against further surprises.

PARIS, July 21.—The French newspapers decline to comment upon the seizure of the Malacca, confine themselves to asserting that the prize court can decide the destination of the ammunition that was aboard, and thus the incident can be closed without excitement; but they do not discuss or even refer to the status of the St. Petersburg, the volunteer steamship which made the seizure.

WAR RISKS UP ON RUMORS.

Lloyd Heard That the British Ship Pakling Had Been Captured.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, July 21.—A despatch to Lloyd's from the Red Sea says the British steamship Pakling, 2,800 tons burden, belonging to the Mutual Steam Navigation Company, she sailed from Middlesbrough, England, for Yokohama, touching at Antwerp. A denial was subsequently made.

The report of the Pakling's seizure caused great excitement at Lloyd's. War risks rose from a few shillings to 10 guineas per cent.

FRENCH SHIPS UNMOLESTED.

They Pass, Unchallenged, the Russian Volunteer Vessels.

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ADEN, July 21.—The steamships of the Messageries Maritimes, the French line, are passing unchallenged by the Russian volunteer steamships St. Petersburg and Smolensk. The Peninsular and Oriental liner Palawan also passed unmolested this morning.

No vessels bearing the French flag are interfered with by the Russians.

SLAPPED MASHER'S FACE.

Miss Maud White Says Man Had Twice Insulted Her.

Miss Maud White, the actress, says she was not treated fairly in the published accounts of her encounter with a member of Broadway a week ago to-day. Miss White said yesterday of her experience: "I regret very much that my name got into print in a matter of this kind. The man whose face I slapped had grossly insulted me on two occasions. I told him if he ever insulted me again I should have him arrested. When he had the effrontery to come up to me in the street and speak to me a third time, I slapped his face."

JAPS CLOSE IN ON MUKDEN.

KUROKI REPORTED TO HAVE DRIVEN IN RUSSIAN LEFT.

Fierce Fighting Raging There for Two Days and Still Continuing—Other Accounts Tell of Japanese Defeat in Skirmishes—Port Arthur Again Bombarded—65,000 Japs There.

SPECIAL CABLE DISPATCH TO THE SUN.

LONDON, July 21.—The meagreness of the news from Manchuria since the battle at Motien Pass on July 17 seems likely to be followed by an announcement of another important engagement.

Gen. Kuroki, in a despatch dated July 19, intimates that there is a considerable movement on the Japanese right, and the despatches from correspondents of the same date have their sequel in the Russian defeat and a Japanese advance on Mukden.

A despatch to the Telegraph from Mukden, dated July 19, says that a fierce fight has been raging for two days and continues.

The Japanese, in superior strength, attacked with great daring and coolness.

The Russians are contesting the ground splendidly. The Japanese flanking movements to the east are the real cause of the Russian retirement and the heavy losses sustained. The Japanese artillery has again showed its superiority. Their guns have kept up an incessant fire along the front of the road.

Moscow, July 21.—The Russian Listok says that Gen. Kuroki has driven in the Russian left and is marching on Mukden.

ST. PETERSBURG, July 21.—The Novosti has received a despatch from Tashchiao stating that last Monday the Russians repulsed a Japanese attack, capturing ten Japanese guns and driving the Japanese back as far as Salmaras. The despatch adds that the loss was heavy on both sides.

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JOTTINGS ABOUT TOWN.

Louise Norton of 10 West 104th street, the young woman who was arrested some days ago charged with administering morphine to Minnie Boardman, a maid, was discharged by Magistrate Boardman after a hearing. She was the other woman who got well and says the other woman was not to blame.

Martini & Rossi

ITALIAN Vermouth

IMPORTERS Life, flavor and piquancy to all liquors and provides a safe-guard against fever and malaria. The dash of prevention. For sale all over the world. W. A. TAYLOR & CO., Sole Agents.

FREIGHT TRAIN SMASHES AUTO

AT UNGUARDED CROSSING NEAR CONEY ISLAND.

One Man's Skull Fractured in Two Places—He May Die of Injuries—Three Others Thrown Out, but Escape With Slight Bruises—Machine Crushed Like Tin.

An automobile in which were Martin J. Rauscher, proprietor of the Albemarle Hotel at Coney Island; Merton Merritt, his chauffeur, and Albert Buckhart and Horatio Abbott, the steward and the engineer of the Albemarle, was hit by a Long Island Railroad freight train at the side crossing at Gravesend avenue and Kings Highway just before noon yesterday.

The big freight engine, which was backing toward Brooklyn, picked up the automobile and carried it a hundred yards. Abbott was caught in the wreck of the motor car and his skull fractured in two places. He saved himself from being ground under the train by hanging onto the coupler. He was carried along with the automobile. Rauscher and the two other men were thrown out and all were injured, but none seriously. Abbott is almost sure to die.

Rauscher and his three employees were on their way to Bath Beach to attend the hearing there in Bob Fitzsimmons's case. Rauscher was on the pugilist's bond and was going to renew it. They went up the Coney Island Boulevard and turned west into Kings Highway, going at a good rate of speed. Rauscher was running the automobile and Merritt, his chauffeur, was sitting beside him on the front seat. Behind were Buckhart and Abbott, whom Rauscher had invited to take the spin with him.

The tracks of the old Prospect Park and Coney Island road run along Gravesend avenue. They are crossed by trolley tracks and the tracks of the Brooklyn Rapid Transit road and Long Island Railroad freight trains. There are two freight trains a day. There is an endless stream of cars of one description or another on the tracks, and at times during the day there are many automobiles and carriages on Kings Highway, going at a good rate of speed. Despite these conditions, there is no gate at the crossing, no flagman, and no toll. There is a sign.

The B. R. T. Co. has a rule which obliges all trolley cars and electric trains to stop before making the crossing in either direction. Automobiles have come to rely upon this and few of them stop before crossing the tracks. The freight trains have no such rules, but they are run only in the morning and barely anybody is on the tracks. To add to the danger the high road of the Gravesend and Prospect Park tracks runs along Kings Highway. The train was made up of six cars and was in charge of a freight train. It was coming from Brooklyn. The engineer was John Yorker of Morris Park, L. I.

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BYCK BROS.

23d Semi-Yearly Clearance Sale of SMART CLOTHES

Haberdashery and Hats is now in progress

at both stores and surpasses all our previous sales in size and variety of stocks and sharpness of price reductions.

Correct Evening Dress Clothes and Fashionable Prince Albert Frock Coats and Waistcoats at similar sharp reductions.

Every item in our Haberdashery Department is an unmatchable bargain.

All Our Straw Hats at Half Price.

TRACK STROLLER'S ODD CARGO

POLICEMAN HOLDS UP BEARER OF TWO MARKET BASKETS.

It Took an Hour and a Half to Extricate Him From Women's Garments Under His Own—Police Expect to Hear of a \$2,000 Burglary Up Near Yonkers.

Roundman Donovan of the Kingsbridge station was walking along the New York Central tracks near Mount St. Vincent, last night when he met a man carrying a market basket in each hand and with pockets bulging. Donovan asked him where he was going.

"I got off at the wrong station and am going back to catch a train," was the reply. "I like the man's looks and took him to the police station. There it was found that he carried a quantity of clothing and jewelry and other valuables, worth at the lowest police estimate \$2,000. It took the police an hour and a half to search him."

The prisoner said he was August Weiss, 64 years old, of Chicago, Indianapolis, New Orleans and Ludlow street. He wore a light blue undershirt three ladies' shirt waists, one purple, one white and another black. Other articles of ladies' clothing were fastened about him.

Among the articles recovered were a set of false teeth, two leather pocketbooks containing foreign coins, four silver knives from St. Augustine, Fla., sixteen spoons from foreign cities, one locket and one conductor's punch. One brown plush jacket was marked with the name of "John Robert." The detectives found that there is a Martin at 40 West Forty-second street and they will visit the place to-day.

Weiss would give no explanation of how he had come to be so much property. The police believe that he has robbed a house in Riverside or some other place this side of Yonkers. He was arraigned in the New York police court before Magistrate George N. Scullery at 10 o'clock to-day. Crane and held without bail for further examination.

NIGHTSHIRT FOR HIM DAYTIMES.

But Butler Law Compels "Meve," Nature-path, to Wear One on the Street.

PARANOID, N. J., July 21.—Joseph Solomonson, former Belgian Consul to the Island of Java, an expert linguist and a fine musician, is again starting the people of Butler by his wearing apparel. He appears on the streets day and night with no covering but a nightshirt of coarse duck. Persons with nerves, having an eye to what a gust of wind might do to his exposed body, are causing the machine to stop dead in front of the tender of the locomotive, which was almost on top of them. The tender hit the machine and it was able to pick up the engine and the car.

Just as the train reached the crossing the automobile ran out from behind the fence and right up the tracks. Not until it was close to the engine did the engineer realize its danger. He had it put on full speed so that it might have escaped. As it was a machine of the type known as a "pusher," it was pushed along by the engine, causing the machine to stop dead in front of the tender of the locomotive, which was almost on top of them. The tender hit the machine and it was able to pick up the engine and the car.

Rauscher and the chauffeur were hurled fifteen feet and landed on the southbound track. Buckhart was tossed in the opposite direction. He landed on his head, causing the machine to stop dead in front of the tender of the locomotive, which was almost on top of them. The tender hit the machine and it was able to pick up the engine and the car.

Instead of being thrown out as the others were, Abbott was caught in the back seat, which was crushed in by the collision, and was pushed along with the engine. From his seat in the cab the engineer hadn't seen the accident and didn't know what had happened, apparently, until he saw the engine and the car.

Mrs. Cordova, who is in South River, to-day retained counsel here. She says that she will have nothing to do with her husband and will speak to him only in the presence of witnesses.

Mrs. Cordova's first time since the elopement, is talking of the affair to friends. She says that her husband, who is said to be at the home of his brother-in-law, H. H. Dudley of 12 Berkeley place, Brooklyn, called in two physicians when he first came back from the trip with Miss Bowne, with the idea of being declared insane and placed in an asylum. The plan fell through. Then he pleaded with his wife to take him back. She refused. For over a week he was pleading, evading, begging, repentant, and then he changed and became a threatening, brooding husband.

Mrs. Cordova says that she has not spoken to her husband since he left her except in the presence of witnesses. She takes no stock in his story of platonic love, and insists that he make a full confession of his relations with Miss Bowne before she will listen to any overtures for a reconciliation.

Cordova's trial by the jury of ministers has been set for to-day, but as he has rendered his parlements and has been suspended under charges, the trial has gone over until the New Jersey Conference in March.

PORTLAND MINE CLOSED.

Military Authorities Arrest Union Men Who Wouldn't Desert Federation.

DENVER, Col., July 21.—The military authorities have again closed the Portland mine. The mine was giving employment to about 500 men. Squads of soldiers have arrested forty of these, including the entire mechanical force, at the three working shafts.

The men were removed from their labors because they refused to sacrifice their membership in the Western Federation of Miners and take out Mine Owners' Association working cards.

Six of the forty men arrested were discharged by the military. Twelve others were released on their own recognizance. The others admitted that they had intended to quit work on the Portland.

It is alleged that the union men working in the mechanical department were to walk out in a body. There are said to have been about 100 union miners at work on the Portland who have not taken out Mine Owners' Association cards and they will now be required to take out such cards or leave the district.

JOTTINGS ABOUT TOWN.

Senator Vest Criticized Ill.

SWIFT SPRING, Mo., July 21.—Ex-United States Senator George B. Vest, who is in his summer cottage here, is in a critical condition, and his closest friends say there is but little, if any, hope of his recovery. His strength is falling rapidly each day.

Mary E. Wilkins

Freeman's new stories of New England life—

The Givers

The latest and best stories of this popular author. All are tales of the humor and pathos of New England life—the type of story in which she scored her first remarkable successes.

Illustrated, \$1.25 HARPER & BROTHERS